They are Likely to Be Adopted as Rations for the German Army.

IN AMERICA AND AFRICA

European Savants Have Found Out That They Are Nutritious-Peanut Grits and Meal.

(Washington Star.)

The humble and slightly-esteemed peanut is beginning to assume importance its rations by the army of Germany, the Department of State is informed. In that country the oppressive cost of a gigantic military establishment makes demand for the cheapest possible food for soldiers. This requirement is met by the "goober," which is more nutritious than the best beefsteak, and highly-digestible when properly prepared.

h, at all events, are the conclusions arrived at by Dr. Nordlinger and other German savants who have been investi-gating the subject. They have found that eanut "cake"-the residue after oil has en expressed from the nuts-is a highlyconcentrated food, suitable for human concentrated food, suitable for human beings. It is calculated to be of great value to the peasant and industrial classes of Europe, which have suffered from a long and nearly exclusive diet of bread and potatoes. Hitherto it has only been employed as forage for cattle, speep, and horses. The problem confronting the experimenting scientists was to convert this crude material into a palatable, nutritious and wholesome human food, cheap

this crude material into a palatable, nutritlous, and wholesome human food, cheap
and easily cooked. This they have perfectly accomplished, producing several
preparations suitable for different purposes, which have already been placed
on the market. One of these is peanut
grits—the coarse stuff dried, purified,
boited, and packed in one-pound boxes.
In this form it is used for soups and
cakes or as a vegetable.

Peanut flour is similar to the grits, except that the material is ground and
boited like ordinary flour. Another preparation is in the shape of dry, light, and
palatable biscuits or "crackers." The new
food is especially recommended for the
use of persons afflicted with diabetes.
Also a fairly acceptable substitute for
coffee is made from peanuts.

ROASTED. ROASTED.

One interesting fact ascertained by the German savants is that peanuts raw or rossted are not nutritous at all, for the reason that the digestive functions refuse to assimilate them, The chewed particles pass through and out of the body almost unabtered. It is the same way almost unaltered. It is the same way with almonds and with nuts in general. The "goober" has to be thoroughly cook-ed in order to be profitable as an article of diet. Boiled peanut grits, for example, are perfectly digestible, even by sick peo-

are perfectly digestible, even by sick people.

For the sake of a test, peanut soup was fed to 129 patients in a public hospital. More than half of them found the new food enjoyable, and ate it gladly whenever it was offered. Others consumed it without complaint, while about a dozen disliked it extremely, being affected with stomach-ache or vomiting after taking it. They complained that it had a rancid taste. But all throve well on it. Such being the case with invalids, some of whom were suffering with dyspepsia and other digestive weaknesses, this cheap and nutritious diet ought to be most valuable for persons in robust health—particularly for soldiers, sailors, workingmen, and inmates of prisons and asylums.

EXPERIMENTS WITH MEAL AND GRITS. GRITS.

The German military authorities, promptly accepting the suggestion offered by the savants, have been making experiments with peanut meal and grits, served to the garrisons at Frankfort and elsewhere. They have reported favorably to the Ministry of War at Berlin, and, if further trials are equally satisfactory, the new food will be adopted as an element of the rations and "field sausage" of the army. It is likely, also, to find acceptance in the navy. One important quality is its sustaining power, enabling the con-

NUTRITIVE VALUE.

But the most conclusive evidence in favor of the peanut is furnished by analyses made by German chemists of high authority. They have compared it respect to nutritive value with other od, vegetable and animal. Pease are ore nutritious than reefsteak; white beans are more nutritious than pease; soja beans are more nutritious than white beans; peanuts are more nutritious than soja beans. In a pound of peanut grits there is nearly twice as much nutri-ment as in a pound of pease. One pound of peanut meal is nearly equal in nourishing power to three pounds of beef Peanut meal only costs 4 cents a pound

MANUFACTURED PRODUCTS. At present the most important use of peanuts is in the manufacture of oil. The American "goobers" are larger, sweeter, and better flavored than any grown in the world, but they are not so rich in oil as the African, the finest of which comes from Senegambia and the east coast. In East Africa and India great quantities of peanuts are threshed out by machinery, only the seeds being exported, so as to save bulk. At the oil-mills the kernels are ground and then pressed. The best of the product is used for salad oil, the poorer quality is employed in making soap, and as an ingredient of oleomargarine. The residue, or "cake," fetches \$30 a ton. The shells of the peanuts constitute about 23 per cent of their weight, and are utilized in Germany as material for paper. Only a portion of the so-called "olive-oil" sold in this country is really what it pretends to be. The balance is made from peanuts mostly. The best peanut-oil costs only \$1 a gallon, furnishing cheap and passable substitute or adulterant. Comparatively few people know the difference any way. Cargoes of peanuts are actually sent across the ocean from America, to be reimported as "oilve-oil." The easiest way to distinguish the real from the false is to pour a drop or two of nitric-acid into the sample to be tested. Peanut-oil thus treated will clear, but oilve-oil will not.

THE FINEST GOOBERS. THE FINEST GOOBERS.

This country depends for supplies of peanuts chiefly upon Virginia. In that State 3,000,000 bushels of them are grown annually—more probably than the crops of all other States put together. Tenneasee comes next with 600,000 bushels, North Carolina, Georgia, Michigan, and Caifornia also raise peanuts largely, but the Virginia "goobers" are finest of all and fetch the highest price. The business of growing them has become a vast industry in the lower counties, and the area of farming land devoted to them is becoming greater every year as the husbandman learns the profit they can be made to yield.

rearns the profit they can be made to yield.

THE GREATEST MARKETS.

The greatest peanut market in the United States is Norfolk. Petersburg comes second, and Smithfield third. In these towns there are many big factories employed in the business of rendering marketable the nuts that are sent in by the farmers. They are first thoroughly winnowed and screened to cleanse them, and then are sorted, the bad ones being picked out by young girls who stand on either side of revolving belts, upon which the nuts are thrown. Finally they are packed in bags of 100 pounds each, and shipped to jobbers in various cities. The jobbers sell them raw or roasted, the latter to grocers mostly. They do the cooking in great cylinders that will hold twenty or thirty bushels at a time. The cylinder revolves at a moderate rate of speed, while big iron "wings" inside of it remain stationary, the result being that the peanuts are kept thoroughly stirred.

A generation ago most of the peanuts consumed in this country were imported from Africa. The African "goober" is small and round, the shell containing only one kernel usually. The American "ground-nut" is simply the African nut, modified by conditions of soil and climate in the United States. Plant our peanut in Africa, and before long it reverts to the original African type from which it was produced. It is said that the negroes brought the first peanuts hither.

Now the American nuts have driven the African nut out of our markets altogether, and the latter are regarded as a curiosity here. Most of the peanuts frown in the Dark Continent are sent to France through the port of Marseilles to be pressed for oil. The finest of all "goobers" are the Spanish, which are considered a fancy sriles, and are mostly considered a fancy sriles, and are about one third the size of ordinary ones. The big auts are never so well flavored as little THE GREATEST MARKETS.

ones. Tennessee ground-nuts often have five or six kernels in one shell, but the mest is rank. In many large cities of the United States peanuts have become a re-cognised article of commerce, and are quoted each day on 'change, like corn

of interest to this country.

It appears from what has already been said that peanuts are extraordinarily nutritious, and that, though almost wholly indigensible raw or roasted, when reduced to meal and boiled or otherwise thoroughly cooked, they are readily assimilated. Owing to their low proportion of sugar and starch they may serve to enlarge in most welcome degree the bill of fare of persons under treatment for obesity. In other words, they are an ideal anti-fat diet. From two points of view their value as food is of interest to Americans. In the first place, would it be desirable or practicable to introduce the meal and grits here? Secondly, is this new discovery likely to stimulate the demand for United States peanuts? The latter question is likely to be answered in the negative, inasmuch as this kind of crop can be grown and gathered in Africa more cheaply than in this country.

Of course, as a matter of fact, the peanut is not a nut at all. It is a sort of pea—an annual that has to be planted every year and dies in the fall. The blossom of the plant puts forth a little appendage, which makes its way into the moist earth and swells out below ground into a pod that has from one to four peas in it. When they are ripe they are pulled up, stacked in the field to dry, and finally cleaned and sorted for market. OF INTEREST TO THIS COUNTRY.

He Was Converted.

Well, Jasper, have you been studying astronomy any since I last saw you?

Ter some ekstents, yassir.

And have you concluded to agree with me about my statement that the earth goes round?

'Deed I has, sah! When yo' done spresserfy dat idea I got dat puzzle ober der conundum dat I called in de 'sistance ob a pint er jamaker ter he'p me oniangle de myst'y. She done it right soon, lemme tell yo'. 'Twan't mo'n ten minits arter I done git mix up wid dat perskitchan dat dis yere planick tuk ter whirlin' lik a buzz saw. But say, boes! I reckon yo' done slip up on dat part ob yo' diagnosticum whar yo' say hit take twenty-fo' hours ter mek der sarcumbendielres. 'Pears like ter me dat she whirl eroun' de aximus erbout fo'ty times er minit by de clock. Mought er ben dat she wuz a makin' up fo' los' time, but yo' kin hab my afferdayy dat she war jus' a whirlin' fo' fa'r.

An Apt Selection.

An Apt Selection.

Ma: Your beau may be a very sensible fellow, Lucy, but really I can't see any fitness in his calling you "Puss."

Lucy: Pet names, ma, are not generally chosen for their appropriateness.

Uncle George: Not generally, perhaps, but in this instance the selection is extremely apt. Henry doubtless calls you "Puss" because you are never more contented than when "on the lap."

The cobbler does not confess to be educator, but mankind owes much him for good understanding, and mighty slow about paying it, too.

To Restore

hair which has become thin, and keep the scalp clean and healthy, use

HAIR VICOR

It prevents the hair from falling out or turning grav, The best

Dressing

Opening Earlier Than Usual.

WARM SPRINGS, VA., April 2.—Special.)—Mrs. Sallie Payne, mother of Postmaster R. T. Payne and J. E. Payne, a prominent merchant here, died at the home of J. E. Payne to-day at 13:30 o'clock; aged 78 years.

The man Page, who was shot by Johnson at J. H. McClint's on Saturday, is much better and is considered out of danger. Johnson was bailed in a penalty of 500 for his appearance here for trial on Tuesday. The case seems to have been one of pure self-defence.

Mr. William M. McAllister, who has spent the winter in the employ of the government as Special Attorney, in Tennessee, is at home to attend Circuit Court at this place on the 25th instant.

The incoming tide of visitors to the Hot Springs seems to be on the increase. All of the main buildings at that point are full.

The Warm Springs will be open for

of the main buildings at that point are full.

The Warm Springs will be open for guests on the 1st of May—a month earlier than usual.

The mountain fires which were sweeping over this county last week have been checked by the recent rains. The beginning of these fires is attributed to the malice of persons who deliberately start them. One house was nearly reached by the fire last week in the absence of the owner.

On the Burst. . The spring is here, the spring is here,
The verdure's on the sprout;
And "ads." of summer boarding-lens Are slowly coming out.

The buds are bursting everywhere, Which same remark is true
Of seams in last year's suit I'd thought
To have recourse unto.

IS ESSENTIAL HEALTH. ULCERS OR PIMPLES, SORES your blood is bad. A few bottles of S. S. S. will thoroughly cleanse the system, remove all im-purities and build you up. All manner of blem-**CLEARED AWAY** by its use. It is the best blood remedy on earth. Thousands who have used it say so.

"My blood was basily postoned last year, which got my whole system out of order—objected last year, which got the control of the last year with the control of the last year. The last year was a support of the last year, which year the last year who will be supported by the last year. It is no better remedy for blood discasses mailed free year.

Treatise on blood and skin diseases mailed free year.

SWIFT SPECIFIC CO., Atlanta, Ga.



Sa.W&F

First. That we are the only regularly-incorporated Optical Company in the State. Second. That we have no connection with any ther concern, and that we employ no travelling agents.
Third. That our only office is located at 915
EAST MAIN STREET, our factory at 8 south
Tenth street.
Fourth, That the cause of our large and constantiy-increasing patronage may be found in
the RELIABILITY OF OUR SERVICE at moderate charges.
For comfort and preservation of the sight
have your Glasses accurately fitted at our wellknown Optical Office.

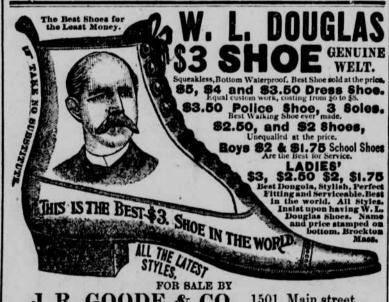
EXAMINATION FREE.

THE S. GALESKI OPTICAL COMPANY, D15 east Main street. mh 22-F,Sa&W

DAIRY CHOP

is its sustaining power, enabling the consumer to endure much fatigue. In this particular it surpasses even the hitherto unequalled "soja bean" of China and

ETHERE IS SCIENCE IN NEATNESS." BE WISE AND USE



J. R. GOODE & CO., 1501 Main street. W. A. SORG & CO., 326 east Broad street.

DHŒNIX MUTUAL LIFE-INSURANCE COMPANY.

ANNUAL STATEMENT FOR THE YUAR ENDING THE 31ST DAY OF DECEMBER, 1893, OF THE ACTUAL CONDITION OF THE PHOENIX MUTUAL LIFE-INSURANCE COMPANY, ORGANIZED UNDER THE LAWS OF THE STATE OF CONNECTICUT, MADE TO THE AUDITOR OF PUBLIC ACCOUNTS FOR THE COMMONWEALTH OF VIRGINIA, PURSUANT TO THE LAWS OF VIRGINIA.

Name of the company in full—Pheenix Mutual Lipe-Insurance Company.

Location of home or principal office of said company—Hartors, Conn.

Character of the company, whether life, accident, casualty, co-operative association, by hood, live-stock, or any other association insuring life—Lipe.

President—JONATHAN B. BUNCE.

Secretary—Character and incorporated—May, 1851.

Commenced business—May, 1851.

Name of the general agent in Virginia—T. H. Dick, Jr.

Residence—Washington, D. C.

8 4,866,315 00 8 1,012,749 45

10,123,390 26 BUSINESS IN VIRGINIA DURING 1893.

Amount. 30,173 0 94,618 0 6,399 00 \$118,393 O



White wood-work, bright tinware, blue plates in a row, / That great spotless kitchen of long, long ago. The things in my kitchen are many times brighter,
My floor, with less labor expended, is whiter,
Since GOLD DUST—the Powder for cleansing you know,
Improved on the methods of long, long ago.

Gold Dust Washing Powder is used in thousands of homes to-day. Bright women everywhere appreciate its usefulness. THE N. K. FAIRBANK COMPANY.

[PUBLISHED BY ACTHORITY OF THE AUDITOR OF PUBLIC ACCOUNTS OF THE STATE OF VERGINIA]

Chicago, St Louis. New York, Boston, Philadelphia

TIAGARA PIRE-INSURANCE COMPANY OF NEW YORK. NNUAL STATEMENT FOR THE YEAR ENDING DECEMBER 31, 1898, OF THE CONDITION AND AFFAIRS OF THE NIAGARA FIRE-INSURANCE COMPANY, OF NEW YORK, ORGANIZED UNDER THE LAWS OF THE NTATE OF NEW YORK, MADE TO THE AUDITOR OF PUBLIC ACCOUNTS OF THE COMMONWEALTH OF VIRGINIA, IN PURSUANCE OF THE LAWS OF VIRGINIA.

President—Thomas F. Goodstell. Vice-Provident—Charles H. Post. Secretary—George C. Hows. Principal Office—135 and 137 Broadway, New York. Incorporated—July, 1850. Commenced Business—August, 1850.

L CAPITAL IL ASSETS.

Value of real estate owned by the company (less \$250,000, the amount of lacumbrance therein).

Loans on mortgage (July recorded and being the first liess on the fee simple) upon which not more than one year's interest is due.

711 25

Value of land mortgaged, exclusive of buildings and perishable improvements. provements \$29,800 00
Value of but dinas mortgaged (insured for \$44,000 as collateral) 44,000 00 Total value of said mortgage promises..... Total value of said mortgage was a control of this State, and of Other States, and of Other States, and also of Bonds of Incorporated Cities in this State, and of all Other Bonds and Stocks, Owned Absolutely by the Company.

Par Value. Market Value.

AND ALSO OF BOXDS OF INCORPORATED CITIES IN THIS STATE. AND AND SPOCKS, OWNED ARSOLUTELY BY THE COMPANY.

United States 6 per cent. currency bonds, registered, 1898.

United States 6 per cent. currency bonds, registered, 1898.

United States 6 per cent. currency bonds, 1907.

Objects City bonds, 6 per cent. 1904 (182).

United States 4 per cent. currency bonds, 1907.

Albany and Susquehauna railway bonds, 6 per gage, consolidated, 7 per cent., 1906.

Chicago, Milwaykee and St. Paul railway bonds, 6 per cent., 1910, first mortagage (50. Minn. Div.).

Serement, Eikhorn and Missouri-Valley railway bonds, 6 per cent., 1936.

Albany and Susquehauna railway bonds, 6 per cent., 1940, first mortagage (50. Minn. Div.).

Show York Elevated Railway Company's bonds, first first morgage, 7 per cent., 1936.

Morris and Essex Railway Company's bonds, 5 per cent., 1937.

Morris and Essex Railway Company's bonds, 7 per cent., 1935.

Sr. Paul (kinn.) Gas-Light Company's bonds, 6 per cent., 1915.

Sr. Paul (kinn.) Gas-Light Company's bonds, 6 per cent., 1915.

Sr. Paul (kinn.) Gas-Light Company's bonds, 6 per cent., 1915.

Sr. Paul (kinn.) Water bonds, 6 per cent., 1900.

Kansas City (Kan.) water bonds, 6 per cent., 1900.

Soattle, Lake Shore and Essern railway bonds, 6 per cent., 1915.

Soattle, Lake Shore and Essern railway bonds, 6 per cent., 1900.

Soattle, Lake Shore and Essern railway bonds, 6 per cent., 1900.

Soattle, Lake Shore and Essern railway bonds, 6 per cent., 1900.

Soattle, Lake Shore and Essern railway bonds, 6 per cent., 1900.

Soattle, Lake Shore and Essern railway bonds, 6 per cent., 1900.

Soattle, Lake Shore and Essern railway bonds, 6 per cent., 1900. conr., 1915.
Town ot Lake (fit.) Gas Company's bonds, 6 per cent., 1915.
Kansas City (Kan.) water bonds, 6 per cent., 1907.
Seattle, Lake Shore and Eastern railway bonds, 6 per cent., 1931.
Equitable Gas-Light Company, of Chicago, bonds, 6 per cent., 1931.
Equitable Gas-Light Company, of Chicago, bonds, 6 per cent., 1905.
Under writers' Protective Association, of Newark (N. J.), first mortgage bonds, 5 per cent.
Toleado Ann Arbor and Northern Michigan railway first mortgage bonds (Cadillac Div.), 1917.
Delaware and Hudson Canal Company's stock, 200 shares; par \$100.
Western National Bank, of New York, stock, 50 shares; par, \$100.
American Exchange National Bank, of New York, stock, 450 shares; par, \$100.
Long Island Railway Company's stock, 1,000 shares; par \$50.
Consolidated Gas Company, of New York, stock, 100 shares; par, \$100.
New York city school bonds, 3 per cent., 1911.
New York city sater bonds, 3 per cent., 1912.
Chicago and Northwestern Railroad Company's stock, 200 shares; par, \$100.
Underwriter's Salvage Company's stock, 10 shares; par, \$100.
Total par and market value (carried out at mar-4,500 00 25,000 00 1,000 00 1,000 00 10,000 00 7,500 00 67,500 00 50,000 00 50,000 00

12,500 00 200,00 00 10,060 00 50,000 00 20,000 00 19,700 00 1,000 00 1,000 00 Total par and market value (carried out at mar-. \$782,000 00 \$840,310 00 \$540,310 00

62,500 00 \$100 Cith of Elizabeth (N. J) adjustment 4 812 50 1,500 00 750 00

\$6,312 50 **\$3,250 00**

Cash in the company's principal office.

Cash belonging to the company deposited in National Park Bank of New York...

Interest due and accrued on bonds not included in "market value".

Interest due and accrued on collateral loans.

Gross premiums (as written in the policies) in coarse of collection, not more than three months due.

All other property belonging to the company—viz.: Rents due and accrued.

\$6,519.83; due from other companies for refusarrance on losses already paid.

\$3,323.69; deposit, loss. Anaconda, Mont., \$903; interest not otherwise entered, \$430.

AGGREGATE AMOUNT OF ALL THE ASSETS OF THE COMPANY, STATED AT THEIR ACTUAL VALUE. III. LIABILITIES.

Net amount of unpaid losses

Gross premiums received and receivable upon all unexpires fire risks running one vent or less from date of policy, including interest premiums on perpetual fire risks, \$1,141.651.46; unearned premiums (50 per cent.).

Total uncarned premiums as computed above.

Cash dividends to stockholders remaining unpaid.

All other demands against the company, absolute and contingent, due and to become due, admitted and contested—viz.:

Total amount of all liabilities, except capital stock and not surplus...\$1,410,774 02

IV. RECEIPTS DURING THE YEAR.

2,062,548 66 72,381 45 \$2,299,546 27 \$80,958 12 255,147 58 7,608 54

.81,722,624 05

V. DISBURSEMENTS DURING THE YEAR.

BUSINESS IN THE STATE OF VIRGINIA DURING THE YEAR. 18.865 84 13,192 83 12,049 52

PLEASANTS & CRENSHAW, AGENTS, RICHMOND, VA.

RATEROAD LINES CHESAPEAKE EFFECTIVE JANUARY 14, 1984.
TRAINS LEAVE RICHMOND. SROADSTREET STATION.

8:40 A. M. Daily, with Pullman for Norfolk, Portsmouth. Old Point,
Newport News, and local stations.

3:00 P. M. Daily, with Parlor-Car for
local stations, Newport News,
Old Point, Norfolk, and Portsmouth. Olid Point, Norfolk, and Portsmouth.

7:45 A. M. Local train, except Sunday, for Clifton Forge. Connects at Glordonsville for Washington, at Virginia Midland Junction for Lynchburg, at Basic for Hagerstown, and at Staunton for Winchester.

2:00 P. M. The Cincinnatt and St. Louis Limited, daily, with Parlor-Car to Gordonsville and Pullman Sieopers Gordonsville and Pullman Sieopers Gordonsville to Cincinnatt and St. Louis. Stops only at important stations.

5:20 P. M. Local train, except Sunday. Accommodation for Charlottesville.

10:00 P. M. Local train, except state Accommodation for Charlottesville, Accommodation for Charlottesville, Inc. Charlet, With
F. F. V. Pullman to Hinton, and Gordonsville Dining-Car Washington to Cincinnati, Connects
at Covington, Va., for Virginia Hot Springs.

TRAINS LEAVE EIGHTH-STREET

TRAINS LEAVE EIGHTH-STREET

STATION.

9:00 A. M. Daily, with Palce-Car for Lynchburg. Lexington, Va., and Clifton Forge. Connects, except Sunday, for Aryonia.

4:20 P. M. Except Sunday, Local accommodation for Columbia, Va.

TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION.

8:20 A. M. Daily from Cincinnati, 11:30 A. M. Daily, from Norfelk and Old Point.

2:00 P. M. Daily, from Cincinnati and Louisville.

6:50 P. M. Daily, from Norfolk and Old Point.

7:45 P. M. Except Sunday, from Clifton Forge.

TRAINS ARRIVE EIGHTH-STREET

TRAINS ARRIVE EIGHTH-STREET STATION. 8:45 A. M. Except Sunday, from Coum-6:00 P. M. Dally, from Lynchburg and Clifton Forge, JOHN D. POTTS, ap 24 Division Passenger Agent.

Na. W HorfolksWestern R.R.

SCHEDULE IN EFFECT NOV. 19, 189, LEAVE RICHMOND, BYRD-STREET STATION.

9:00 A. M. Daily-Richmond and Norfolk VESTIBULE LIMITED-Arrive Norfolk H:25 A. M. Stops only at Petersburg, Waverly, and Suffolk. Second-class tickets not accepted for passage on this train.

9:00 A. M. Daily, "THE CHICAGO EX-PRESS," for Lynchburg, Roanoke, Bluefield, Pocahontas, Kenova, Columbus, and Chicago, Pullman Buffet Sleeper Roanoke to Columbus without change; also, for Radford, Bristol, Knoxville, Chattanooga, and intermediate points. Pullman Sleeper Radford to Chattanooga.

pullman Sleeper Radford to Chattaneoga.

5:20 P. M. Dally, for Norfolk, Suffolk, and intermediate stations. Arrive Norfolk 8:50 P. M.

11:50 P. M. Dally, for Roanoke, Radford, Pulaski, and Bristol. Connects at Roanoke 7:10 A. M. with Washington and Chattaneoga Limited. Pullman Sleepers Roanoke to Memphis and New Orleans. Diring-car attached. Also, for Ruefield, and Pocahontas; also, for Rocky Mount and all stations Winston-Salem Division.

PULLMAN PALACE SLEEPER between RICHMOND and LYNCHBURG ready for occupancy at 9 P. M.; also, Pullman Sleeper Petersburg to Roanoke. Trains arrive Richmond from Lynchburg and the West daily 8:20 A. M. and 7:30 P. M. From Norfolk and the East, 19:50 A. M., and Vestibuled Limited 7:30 P. M. R. W. COURTNEY.

District Provided Trains arrive Richmond from Lynchburg and the West daily 8:20 A. M. and 7:30 P. M. From Norfolk and the East, 19:50 A. M., and Vestibuled Limited 7:30 P. M. SCHEDULE IN EFFECT

P. M. R. W. COURTNEY,
District Passenger Agent,
W. B. BibVILL,
General Passenger Agent,
General office, Roanoke, Va. ap 24

General Passenger Agent.

General Office, Roanoke, Va. ap 24

RICHMOND, FREDERICKSBURG

AND POTOMAC RAILROAD.

Schedule commencing JANUARY 28, 1894.
Eastern standard time:
7:40 A. M. Leaves Eyrd-Street Station daily (except Sunday). Stops at Elba and local stations.

Arrives at Washington at 12:01

P. M.; Baltimore, 1:37 P. M.; Philadelphia, 3:47 P. M.; New York, 6:23 P. M. Buffet Parlor-Car to Washington.

12:00 noon. Leaves Byrd-Street Station daily. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater.

Arrives at Washington at 3:40

P. M.; Baltimore at 5:24 P. M.; Philadelphia, 7:49 P. M.; New York, 10:38 P. M. Also, connects at Washington with the Congressional limited (all Pullman parlor-cars and Pennsylvania railroad dining-car), leaving at 4 P. M. daily, arriving at Baltimore, 4:54 P. M., M., and New York, 20:89 P. M.

7:15 P. M. Leaves Byrd-Street Station daily. Sleeping-cars Richmond to New York and Washington to Philadelphia. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater, Stops at other stations on Sundays, Arrives at Washington at 11:30

P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; New York, 6:53 A. M.

8:05 A. M. Arrives at Byrd-Street Station daily. Sleeper from New York, Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba, Stops at Other stations, on Sundays, Leaves Washington at 4:00 A. M.

2,250 00

at other stations on Sundays, Leaves Washington at 4:39 A. M.

2:38 P. M. Arrives at Byrd-Street Station daily, except Sunday, Stops at Widewater, Brooke, Fredericksburg, Milford, Dosswell, Ashland, and Elba. Leaves Washington 10:57 A. M. Buffet Parlor-Car from Washington.

7:15 P. M. Arrives at Byrd-Street Station daily, Stops at Fredericksburg, Milford, and Dosswell, Pullman-cars from New York and Washington. Leaves Washington at 3:66 P. M. Does not stop at Elba.

7:15 P. M. Arrives at Byrd-Street Station
daily. Stops at Fredericksburg. Milford, and Doswell.
Pullman-cars from New York
and Washington. Leaves
Washington at 3:36 P. M.
Does not stop at Elba.
8:50 P.M. Arrives at Byrd-Street Station
daily. Leaves Washington at
4:22 P. M. Stops at Elba and
local stations. Pullman-Car
from Washington.
FREDERICKSBURG ACCOMMODATION.
DAILY EXCEPT SUNDAY.
4:00 P. M. Leaves Eyrd-Street Station

8:38 A. M. Arrives at Byrd-Street Sta-tion. Leaves Fredericksburg DAILY EXCEPT SUNDAY.
ASHLAND TRAINS.

ASHLAND TRAINS.

6:48 A. M. Leaves Elba. Arrives at Ashland at 7:39 A. M.

6:20 P. M. Leaves Elba. Arrives at Ashland at 7:07 P. M.

6:45 A. M. Arrives at Elba. Leaves Ashland at 6:05 A. M.

6:04 P. M. Arrives at Elba. Leaves Ashland at 5:18 P. M.

C. A. TAYLOR, Traffic Manager.

E. T. D. MYERS, Gen'l Sup't. ap 26

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing TUESDAY, April 24, 1894, at 12:91 A. M., trains on this road will run as follows: TRAINS SOUTHWARD.

TRAINS NORTHWARD.

Leave. Arrive.
Petersburg. Richmond.
2:43 A.M. 3:40 A.M. Fast mail.
7:20 A.M. 8:23 A.M. Accommodation
Norfolk train.
11:45 A.M. Altanta special.
5:45 P.M. 7:30 P.M. N. & W. con't'n.
5:43 P.M. 6:50 P.M. Through train.
6:29 P.M. 7:00 P.M. Norfolk special. STOPPING PLACES.

STOPPING PLACES.

Nos. 14, 45, 46, and 35 make no stops.

No. 403 stops on signal at Drewry's, Chester, Reams, Stony Creek, Jarrats, and Belfield. No. 134 stops on signal at Jarrats, and Belfield. Nos. 22, 24, 28, 43, and 78 stop on signal at Manchester, Drewry's, Centralia, and Chester. Nos. 32, 51, and 37 will stop on signal at all stations.

Pullman Palace Buffet Steeping-Car on all through trains. On Trains Nos. 37 and 32 Steeping-Cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA, GA.

Leaving Richmond at \$50 P. M. daily

Leaving Richmond at 9:00 P. M. daily nd arriving at Weldon at 11:22 P. M., nd at Atlanta at 4:00 P. M. via S. A. Through steepers—Richmond to At-

RATEROAD LINES.

Richmond & Danville Railroad Co. SAMUEL SPENCER, F. W. HUIDE

KOPER, AND REUBEN FOSTER. RECEIVERS. RICHMOND & BANVILLE and NORTH Cigo. LINA DIVISIONS. CONDENSED SCHEDULE. IN EFFECT APRIL 1, 15

TRAINS LEAVE RICHMOND, VA. TBAINS LEAVE RICHMO

12:50 A. M., SOUTHERN EXPEROF FOR DANVILLE, OF Winston-Salem. C. Danville with the ward Southwestern Limited, carrying Asheville and Hot Columbia, Augusta, Jacksonville, and T lants, Birmingham, Sareveport, New Or Memphis. Connects at Memphis and Notes and Memphis and Siepers Richmon Danville and Green Danville and Green Danville and Green Land Green

FAST MAIL, dair ta, Augusta, and Connects at M Farmville and Parcoat; at K-ysvihi ville, Oxford, He Durham, and at for Durham, R Winston-Salem, C ers Danville to C custa, Savannah

TRAINS ARRIVE AT RICHMOND. 7:15 A. M. 1:25 P. M. From Atlanta and Aug 8:45 A. M. From Ameila Courthouse 4:55 P. M. (Arriving at Manches)

YORK-RIVER LINE, VIA WEST POLOT, THE FAVORITE ROUTE NORTH

TRAIN No. 18, 445 P. M.
BALTIMORE LIMITED, daily
Sunday, for West Point, connection
York-river steamers for Balton
which point connections are real lines for Washington, Phase
New York, &c. TRAIN No. 10, 2:19 P. M.
LOCAL ENPRESS, daily coday. Stops at all stations. At 1nor connects with stage for the
also, at West Point with 1steamers for Haltimore.
Steamers Level Between the Steamers Level Between Level Be Steamers leave Baltimore daily except Sunday. Trains from West Point ar mond at 9:66 A. M., 10:40 A. P. M., daily, except Sunday.

P. M., daily, except Sunday.

TRAIN No. 48, 735 A. M.

LOCAL MINED, daily except Suleaves Twenty-third street for West 1 and intermediate points.

Ticket-office at station, foot of Vis. street. Open S. A. M. to 5 P. M. from 9 P. M. to 12:59 A. M. City ticket-office-59i east Main size Solz. HAAS.

Traffic Manager, General Passay W. H. GREEN, General Manager, J. S. B. THOMPSON, Superintendence of the Company o

SCHEDULE IN EFFECT SUNDAY, JANUARY 28, 1811

S. A. L.

DEPARTURE OF STEAMERS. MOND, AND NORFOLK

STEAMSHIP COMPANY Appointed sailing days: Every TDAY and FRIDAY at 1 P. M., and s SUNDAY at 5 A. M.
Freight for Tuesday's and Fristeamers received till sailing hour sunday's steamer till 5 P. M. Safe Freight received daily until 5 P. M. Fare, 26.99.
For further information apply to J. W. McCARRIES

IRVIN WEISIGER.

SEMI-WEEKLY LINE FOR NEW YORK.

Steamers leave Richmond Richmond

at 5 o'clock P. M. Manifest closed on hour before sailing time.

Steamers leave New York from Per 25, North River, for Richmond over 26, North River, for Richmond over 27, North River, for Richmond over 28, North River, for Richmond MONDAY and FRIDAY MORNINGS.

Passenger accommodations unsurpassed Cabin fare to New York (including meals and berth) via James-river route.

Round-trip tickets, limited to thirty days after date of issue.

Steerage fare, with subsistence.

Steerage fare, with subsistence.

Cabin fare via Chesapeake and Ohio railway and Richmond and Peters burg railroad (tickets limited to thirty days).

Round-trip tickets (limited to thirty days).

Round-trip tickets (limited to thirty days).

Round-trip tickets (limited to thirty days).

DHILADELPHIA, RICH-TAN

General Southern Agent; office Rock
W. P. CLYDE &
ap 24 General Agents, Philadel

Ap 24 General Agents, Philadelphia

VIRGINIA NAVIGATION
COMPANYS JAMES-RIVER
LINE to Norfolk, Portsmouth, and Jamesriver landings, and connecting at the Point and Norfolk for Washington, Bente mare, and the North.

STEAMER POCAHONTAS LEAVES
RICHMOND EVERY MONDAY,
WEDNESDAY, AND FRIDAY AT 7:00 A. M.
Electric-cars direct to wharf. Fare my 11.50 and 11.00 to Norfolk, Portsmoud Old Point, and Newport News. Made by a Grand Orchestrion.

Freight received duly for above-named places and all points in Eastern Variational According.

EDWARD E. BARNEY,
Presidents
IRVIN WEISIGER.

General Offices: Planters' Bank